

From: Ferguson, Patricia K
Sent: Thu, 10 Feb 2022 12:22:45 +0000
To: Sloly, Peter; Bell, Steve
Subject: Fwd: Risk Mitigation Authorization Request for Rideau and Sussex Intersection Mission 10Feb22 0900 hrs

Unclassified

Good Morning,
Chief, I believe this provides some of the context that you were seeking about the factors considered in Supt. Burnett's decision not to proceed.
While this email was sent by Inspector Springer at 10 PM, the conversation took place during the day.
Trish
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From: Burnett, Paul A <BurnettP@ottawapolice.ca>
Sent: Wednesday, February 9, 2022, 11:14 p.m.
To: Patterson, Mark J
Cc: Ferguson, Patricia K
Subject: Fw: Risk Mitigation Authorization Request for Rideau and Sussex Intersection Mission 10Feb22 0900 hrs

Unclassified

Supt. Patterson,
I have had the opportunity to liaise with Insp. Springer, who I know has a wealth of experience managing incidents of this nature. Dave has provided me with a summary of conversations had between the PLT and the protesters at the Rideau/Sussex intersection. He has provided a fulsome overview of the interaction and the request being made by the protester to relocate from their current location of Rideau/Sussex to Wellington and Elgin, essentially joining the main group. I bring this to your attention as I know this may not be the desired outcome, but can in fact assist in bringing an overall resolution to the Incident.

I suspect this may need to be brought forward to the Chief for his consideration. I've included DC Ferguson.

Respectfully,
Paul

A/Supt. Paul A. Burnett (20305) M.O.M.
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REDACTED

From: Springer, Dave (OPP) <Dave.Springer@opp.ca>

Sent: Wednesday, February 9, 2022 10:09 PM

To: Burnett, Paul A <BurnettP@ottawapolice.ca>; Flanagan, Avery C <FlanaganA@ottawapolice.ca>

Cc: Alakas, Daniel (OPP) <Daniel.Alakas@opp.ca>; Abrams, Craig (OPP) <Craig.Abrams@opp.ca>; Pardy, Carson (OPP) <Carson.Pardy@opp.ca>; Francis, Michael (OPP) <Michael.Francis@opp.ca>; Acton, Mike (OPP) <Mike.Acton@opp.ca>; Hampson, Diana (OPP) <Diana.Hampson@opp.ca>

Subject: [EXTERNAL] Risk Mitigation Authorization Request for Rideau and Sussex Intersection Mission 10Feb22 0900 hrs

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Good day A/Supt Burnett and Sgt Flanagan,

Request for Ottawa Police to Allow the Rideau/Sussex Truck Protest to Relocate

As discussed, there is a window of opportunity to reduce the risk to public and officer safety through a PLT negotiated demobilization opportunity for the truck protest in the Rideau and Sussex intersection area to take place on Thursday February 10th, 2022.

The answer from Ottawa Police to action this is to be sought through protest counsel at 0900 hrs contacting OPS PLT Sgt Phong Le.

I have included the PLT log entry from Wednesday February 9th, 2022 at the bottom of this message for reference.

Proposal is that the trucks from the blocked intersection be allowed to compress the protest site, giving up the intersection and allowing trucks that wish to leave the area to do so or relocate to the main group at Wellington and Elgin.

Police Risk/Benefit to allowing this action:

Risk of saying 'Yes' to the request, allowing the relocation of the trucks:

1. They don't move any trucks, regardless of the offer to facilitate and the efforts of the Ottawa Police and OPP PLT were ineffective.
2. The narrative is spun by the organizers as to Ottawa Police allowing the Wellington site to increase.

Benefit of saying 'Yes' to the request, allowing the relocation of the trucks:

1. The trucks don't leave the intersection, Ottawa Police control the narrative by advising of the offer of a de-escalated solution and any consequences of moving on the intersection with police tactics are the result of the protesters inaction to engage in resolving the protest.
2. Number of trucks at intersection is reduced or eliminated outright, achieving the proposed Mission of clearing the intersection for emergency and service vehicles, resumption of commerce activity in the Rideau Centre/Street corridor and reducing the number of traffic closures in the area for up to 12 streets being affected.
3. Eliminating the execution of the current plan involving 250 POU members, traffic services, tactical unit, prisoner transportation, criminal investigators and heavy tow removal. Allowing resources and efforts to be directed to a prioritized list in support of the Mission to end the truck protest in a more manageable area of operations.
4. The ability to focus on the creation of an exclusion zone with the substantial resources Ottawa Police have made available, specifically focused on the Elgin to Lyons - Wellington area that could be implemented to reduce and eliminate the Wellington protest site through a coordinated POU/Uniform/Traffic/PLT-centric approach.

5. Reduction/elimination of risk to public and officer injuries occurring through non-kinetic, negotiated demobilization of the intersection in which good faith and trust employing de-escalation techniques are employed.

6. Eliminating OIPRD/SIU/PSA inquiries specific to clearing the intersection without any application of use of force options, as well as civil liability mitigation for loss of property, injury or deaths.

Risk of saying 'No' to the request, allowing the relocation of the trucks:

1. The trucks don't leave the intersection, protesters control the narrative by advising of their request seeking a de-escalated solution and any consequences of moving on the intersection with police tactics are the result of the Ottawa Police Service inaction to engage in resolution techniques.

2. Protesters will attribute any property damage, protraction of the event, injury or deaths following the proposal squarely on the Ottawa Police Service and City of Ottawa.

Benefit of saying 'No' to the request, allowing the relocation of the trucks:

1. Ottawa Police can proceed with planning and execution for the clearing of the intersection without the delays that may be involved in supporting ongoing PLT discussions.

2. Ottawa Police may appear to be in control of the actions on the ground.

The following is from the event PLT log from earlier today:

At 1645hrs Plt and OPS Plt met with a Convoy Leader (CL) and two lawyers Keith Wilson and Eva Chipiuk. Discussion was had about the convoy group located at Rideau/Sussex and last night's failure for the two sides to reach an agreement to have the group leave the intersection.

During the conversation Eva advised that she has learned new information and that she was confident that she would be able to have the group leave the intersection and move forward up onto Wellington St as previously discussed. Eva further advised that the move would happen before dark and that once she got the commitment from the group, the move would happen within the hour and that she would need Plt assistance to have the barricades removed.

Eva made it very clear that she would not have discussions with the group to facilitate the move until she had a commitment from police that the barricades would be removed and the group would be able to move up into the predetermined location on Wellington. She advised she will call Plt at 0900hrs tomorrow Feb. 10 for a decision.

The above points on risk/benefit are my thoughts based on the experiences as an Incident Commander in Cornwall, Tyendinaga, Six Nations, Akwesasne, Pikangikum, Haldimand and other protracted or politically charged events.

Regards,

Dave

Dave Springer|Major Critical Incident Commander|Field Support Bureau|Ontario Provincial Police|REDACTED